

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

25X1

COUNTRY **China**

REPORT

SUBJECT **Instructions to Masters of Time
Chartered Vessels/Positions of Ports
and Pilot Stations/List of Chicom Ship
Agents/Radio Communications Procedures
and Frequencies**

DATE DISTR. 25 Mar 60

NO. PAGES 1

REFERENCES

25X1

DATE OF
INFO.

25X1

PLACE &
DATE ACQ.

25X1

THIS IS UNEVALUATED INFORMATION

The Office of Naval Intelligence furnished the following information to
CIA for USIB dissemination

25X1

A photostatic copy of "General Instructions to Masters of Our Time-Chartered
Vessels" published by Sinofracht, Chicom State Shipping Corporation,

25X1

25X1

- end -

NAVY Review Completed

5
4
3
2
1

C-O-N-F-I-D-E-N-T-I-A-L

5
4
3
2
1

STATE	ARMY	NAVY	AIR	FBI	AEC					
-------	------	------	-----	-----	-----	--	--	--	--	--

INFORMATION REPORT INFORMATION REPORT

NOFORN
LIMITED: Dissemination limited to full-time employees of CIA, AEC and FBI; and, within State and Defense, to the intelligence components, other offices producing NIS elements, and higher echelons with their immediate supporting staffs. Not to be disseminated to consultants, external projects or reserve personnel on short term active duty (excepting individuals who are normally full-time employees of CIA, AEC, FBI, State or Defense) unless the written permission of the originating office has been obtained through the Assistant Director for Central Reference, CIA.

25X1

Page Denied

Next 1 Page(s) In Document Denied

INSTRUCTIONS TO MASTERS OF OUR TIME-CHARTERED VESSELS

T W D M K

(A) RADIO REPORTS:

(1) ETA	Page 1
(2) Arrival and departure	Page 2
(3) Ship's Position	Page 2
(4) Accident	Page 2
(5) Methods of Radio Communication Between Ship & SINOFRACHT	Page 2

(B) VOYAGE INSTRUCTIONS:

(1) Bunkering	Page 2
(2) Notice of readiness	Page 2
(3) Declaration of Cargo Deadweight	Page 2
(4) Stowage	Page 3
(5) Dunnage	Page 3
(6) Damage to Vessel by Stevedores, Etc.	Page 3
(7) Sailing Routes regarding Passing Taiwan	Page 3

(C) GENERAL:

(1) Cargo Gear	Page 4
(2) Despatch of Ship	Page 4
(3) Overtime	Page 4
(4) Extra Meals	Page 4

(D) REPORTS AND DOCUMENTS REQUIRED BY "SINOFRACHT":

(1) Report of Loading and Discharging	Page 4
(2) Report of Ship's Repairs	Page 4
(3) Report of Deviation	Page 4
(4) Crew List	Page 5
(5) Stowage Plan (To be completed with "SINOFRACHT'S" Form)	Page 5
(6) Deck & Engine Abstract Logs (To be completed with "SINOFRACHT'S Form)	Page 5
(7) Report of Dunnages (-do-)	Page 5
(8) Report of Damage to Vessel by Stevedores (-do-) ..	Page 5

(E) APPENDIXES FOR MASTER'S REFERENCE:

No.1 List of Positions of Main Ports in China Coast

No.2 List of SINOFRACHT's Agents.

No.3 Methods of Radio Communication between Ship & "SINOFRACHT".

+++++

GENERAL INSTRUCTIONS TO MASTER OF OUR TIME-CHARTERED VESSELS(A) RADIO REPORTS:

- (1) ETA A : Please telegraph your ship's ETA to both the Agents and us (SINOFRACHT) according to the following time-tables and remarks thereof:

TIME TABLE FOR DESPATCH OF ETA TO AGENTS

PORT OF CALL	1ST ETA	R E M A R K S	2ND ETA
YULINKONG	72 hrs.	State F. & A. Arrival Drafts when over 23 feet is expected.	24 hrs.
TSAMKONG	72 hrs.	State F. & A. Arrival Drafts when there is cargo on board.	24 hrs.
WHAMPOA	72 hrs.	State F. & A. Arrival Drafts when there is cargo on board, mentioning FRESH WATER Drafts	24 hrs.
SWATOW	8 hrs.	State F. & A. Arrival Drafts. If vessel's expected arrival Pilot Station before 10 a.m., please send your ETA before 5 p.m. the preceding day.	5 hrs.
SHANGHAI	72 hrs.	State F. & A. Arrival Drafts when over 26 feet. If under 26 feet, just state maximum draft, please mention in either case FRESH WATER Drafts	24 hr.
TSINGTAO	72 hrs.	State F. & A. Arrival Drafts when there is cargo on board.	24 hrs.
CHEFOO	72 hrs.	- do -	24 hrs.
HSINKANG & TANGKU	72 hrs.	- do -	24 hrs.
CHINWANGTAO	72 hrs.	State only Maximum Arrival Draft when there is cargo on board.	24 hrs.
DAIREN	72 hrs.	No Report of Draft is required unless otherwise required by Agents.	24 hrs.
HONG KONG	36 hrs.	No Report of Draft is Required.	12 hrs.
NON-CHINESE PORTS	72 hrs. or as per C/P.	No Report of Draft is required unless otherwise required by Agents	24 hrs.

TIME TABLE FOR DESPATCH OF ETA TO (SINOFRACHT)

PORT OF CALL	1ST ETA	R E M A R K S	2ND ETA
SWATOW	8 hrs.	No Report of Draft is Required.	Not Required
OTHER PORTS	24 hrs.	- do -	-do-

NOTE: (a) The "ETA" Time refers only to the estimated time of arrival at the Pilot Station, and not the harbour of the Port of call.

- (b) In your ETA telegram, please just mention: ETA, Date and Time without including the word "PILOT STATION" to save telegram charges.

(c) In case it becomes impracticable for the 1ST ETA or even the ETA to be telegraphed in advance in accordance with the specific number of hours, please still telegraph your ETA immediately at ship's departure to the Agents of the port of call and also SINOFRACHT.

(d) In case the ETA and/or Drafts given in your radio report were incorrect, please amend same as soon as the error is found.

(2) Arrival and Departure: (a) On arriving at any port, please instruct the Agents to radio us the Time of vessel's arrival, stating also the quantities of bunkers then remaining. (b) In the case of departure from any port, please instruct also the Agents to radio us the Time of vessel's departure, stating the quantities of respective bunkers and fresh water remaining as estimated on departure. (c) When you have instructed the Agents to radio us the above arrival and departure reports, you do not have to radio us such reports to avoid duplication.

(3) Ship's Position: Please radio us Time when passing GIBRALTAR, ADEN, DOW HEAD (Ceylon), SINGAPORE and the parallel of HONG KONG (Lat. 22°-17'-00"). But in your radio report of passing the parallel of Hong Kong, Please just mention in your telegram "PASSING PARALLEL" without including the word "HONG KONG" for economy purposes. Such radio report of passing the parallel of Hong Kong is required no matter whether the vessel is to transit the Taiwan Strait or to pass East of Taiwan.

(4) Accident: Please radio us immediately if there be any accident happened to the ship or cargo or crew-members, which would give rise to delay of the ship. You are further requested to give us a report in writing regarding details of the accident as soon as possible.

(5) Methods of Radio Communication Between Ship & SINOFRACHT: This method requires special attention. It should be carefully studied by the Master before being put into use. For details please refer to APPENDIX NO.3.

(B) VOYAGE INSTRUCTIONS:

(1) Bunkering: As a routine, we give you instruction regarding bunkering, in which you are advised to arrange for your ship to depart from the bunkering port with a certain quantity of bunkers as total remaining instead of advising you the quantity to be taken. As the total quantity figure given in our bunkering instruction is made to conform with our cargo schedule we recommend it to be strictly complied with. If, however, you have other suggestions to make regarding the quantity please telegraph your figure as soon as possible & reasons therefor pending our final decision.

(2) Notice of Readiness: Please tender notice of readiness to the loading or discharging port Agents concerned according to the time specified in the charterparty. If the date of arrival given in the notice is incorrect, please amend same by radio as soon as possible. In the case of insufficient time to tender such notice on account of the loading or discharging port being declared too late, please still telegraph the Agents your ship's ETA and readiness as soon as you are notified of the port of loading or discharging and tender further notice of readiness in writing to the Agents on arrival as required by the charterparty.

(3) Declaration of Deadweight: According to the charterparty, you are generally required to declare to the first loading port Agents the deadweight available for cargo prior to ship's arrival or on arrival.

In the event of the name of cargo being not expressed in the charterparty, please make it a point to declare the highest possible cargo deadweight disregarding what the stowage factor of the cargo will be, as freight is chargeable according to the deadweight figure you declare.

In the event however of the name of cargo being clearly expressed in the charterparty, but the stowage factor of the cargo is still not ascertained, please declare the closest possible cargo deadweight first when it is

due to declare and amend same afterwards as soon as you have confirmed telegraphically from the loading port Agents the actual stowage factor of the cargo, which procedure is necessary.

In any event, you are requested to take into consideration the bunkering schedule we set forth as well as the advantageous seasonal zones available for the voyage before tendering your declaration of cargo deadweight. Please telegraph us the deadweight figure when you have declared same to the loading port Agents.

- (4) Stowage: (a) Please fully utilize the ship's deadweight capacity and bal capacity. (b) Regarding distribution of cargo, please take into consideration whether the discharging ports are at Charterers' option and whether there is replenishment of cargo at the intermediate ports in order to avoid or minimize restowage. (c) When you are asked by the loading port Agents to advise them regarding distribution of cargo, and if you are not sure of the cargo stowage factor, please ascertain from them first the cargo stowage factor before advising them the distribution of cargo. (d) Please supervise for best stowage and separation during loading to avoid mixing up of cargoes which are to be discharged at various ports and keep the cargoes in good condition and order during discharging.
- (5) Dunnage: In view of the present high cost of dunnage, you are requested to economize the use of it and preserve the remaining used dunnage for future loading, if such dunnage is still usable. In case however, the retaining of such dunnage would interfere with cargo space for the next loading, then arrange with the Agents to dispose of it for our account, and obtain from them a receipt in duplicate, forwarding one to us for our file.

Before placing an order for the new dunnage, please first check the remaining quantity available and calculate carefully the balance required taking into consideration the specification and dimensions of the required dunnage.

In the case of dunnage being supplied by Charterers, but with part of the dunnage loaned from the ship, please see to it that the ship's dunnage shall not be mixed with the Charterers' and shall be retained on board after use.

On completion of each voyage please fill our form regarding dunnage & send same to us as soon as possible.

- (6) Damage to Vessel by Stevedores, etc.: Notice of responsibility to Stevedores or other party concerned must be served immediately upon those responsible, and every effort made to obtain from them acknowledgment of liability in writing. Copies of such notice and acknowledgment of liability should be sent to us together with the Report of Stevedore Damage form duly completed for our reference. If necessary and time permits, a survey can be held with the party or parties concerned, but, in no case, shall it interfere with loading or discharging to give rise to delay of the vessel. Repairs can be effected to your entire satisfaction and, if you choose, a lumpsum may be agreed in lieu of repairs, but in any event, settlement must be made so that no liability attaches thereafter to us.

However, you are requested to complete a form (as furnished by SINO-FRACHT) reporting damage to your vessel by stevedores if any, and send same to us at the end of each voyage.

(7) Sailing Routes Regarding Passing Taiwan:

ROUTE A - Pass the Middle Channel of Taiwan Strait:

Except under our special instruction, you shall take this route for your voyage inward into or outward from Shanghai or North China.

ROUTE B - Pass Balintang Channel and Tai Pin Shan:

Pass through BALINTANG CHANNEL (20-01-00N., 122-08-00E.) in Luzon Strait, thence alter course to Pos. 24-43-00N., 126-24-00E. (50 miles East of Tai Pin Shan) and thence alter course to destination.

- (a) Date and time and position vessel deviated with the quantity of respective bunkers then remaining.
- (b) Date and time and position vessel resumed her normal course with quantity of respective bunkers then remaining.

(4) Crew List: Please send us a Crew List in triplicate at commencement of the charter, and send us an ammended one in three copies when there is any change of crew. For your guidance, if a ship is to go to China, a Crew List should be sent on your behalf to the Agents of the port concerned 7 days before the ship's arrival.

(5) Stowage Plan: This is to be completed with our form and sent to us as soon as you have completed loading. In order to facilitate our arrangement for discharging and loading at the intermediate ports, please show clearly on each stowage space of the Stowage Plan the following: (a) Nature of cargo; (b) Number of Packages; (c) Quantity in tons of cargo; (d) Port of Loading and Discharging. Please show also in different colours the various ports, at which the cargo is to be discharged, and fill all the columns with required particulars.

(6) Deck and Engine Abstract Logs: These two abstract logs are also to be completed with our forms and sent to us as soon as the voyage has been completed. Great care should be exercised in making these logs as the information contained therein will be of great use to us. In the case of incident which gives rise to delay of the ship, the cause, date and place of the incident should be clearly stated.

(7) Report of Dunnages: Please refer to sub-heading (5) "Dunnage" on Page 3.

(8) Report of Damage to Vessel by Stevedores: Please refer to sub-heading (6) "Damage to Vessel by Stevedores" on page 3.

(E) APPENDIXES FOR MASTER'S REFERENCE:

No. 1 List of Positions of Main Ports in China Coast.

No. 2 List of SINOFRACHTS' Agents.

No. 3 Methods of Radio Communication between Ship and SINOFRACHT.

LIST OF POSITIONS OF MAIN PORTS IN THE CHINA COAST

January, 1959.

NAME OF PORT	POSITION OF PORT (Approx.)	PILOT STATION (for reference only)	REF. BRITISH ADMIRALTY CHARTS NO.
YULINGKONG (Yuling Chiang) PA SVO (At Bakli Bay)	18°-13' N., 109°-32' E. 19°-06' N., 108°-37' E.	18°-12'-36"N., 109°-32'-42"E. approximate. 19°-06'-01"N., 108°-35'-05"E. approx. about 1.2 miles west of Telanchau.	3893, 2062.
HOIHOW	20°-03' N., 110°-20' E.	Anchored at Hoihow Bay (according to draft). 20°-58'-00"N., 110°-36'-30"E. approx. (North of Nau Chow Island).	2062. 37, 3010, 3892, 2062.
TSAILKONG (Iwangchow Wan) PAKHOI (Peh Hai)	21°-11' N., 110°-25' E. 21°-29' N., 109°-03' E.		3486, 3349, 3892, 2062.
HONG KONG	22°-17' N., 114°-10' E.	Outside of LBI U MUN (East Entrance), Outside of SULPHUR CHANNEL (West Entrance). Usually taking Pilot at Lapsam Pilot Sta- tion, Pos. 22°-06'-00"N., 113°-46'-00"E. approx.	1466, 3279, 3280, 1180, 1459, 3429, 380. 1742, 1740, 3682, 1741, 3681, 3588, 1180, 3026, 2562.
SHALPOA (Canton)	23°-05' N., 113°-26' E.	23°-17'-00"N., 116°-47'-54"E. (East of Chin-Wen-Tao). 24°-25'-47"N., 118°-05'-00"E. approx.	854, 1957.
SWATOW	23°-21' N., 116°-40' E.	(Unless otherwise advised by Agents). Hukiang (Ching Yu) Pilot Station 26°-07'-51"N., 119°-38'-25"E. approx.	1764, 3449, 1767.
SWOY	24°-27' N., 118°-04' E.	East of Entrance Buoy or Fairway Buoy. (according to ship's draft). 34°-45'-20"N., 119°-31'-36"E. approx.	166, 2400.
FOOCHOW (Kawei Anchorage)	25°-59' N., 119°-26' E.	1 1/2 miles East of Tung-Lien Tao Light House. In inner harbour. Lat. 36°-04'-18 to 36°-04'-36N. Long. 120°-15'-42 to 120°-16'-12E.	389, 1601, 1602, 1124, 1199. 3480. Japanese Chart No. 1940 or American Chart No. 6136.
SHANGHAI	31°-14' N., 121°-29' E.	Outside of Breakwater. (according to ship's draft).	876, 857, 1255.
LIETUNGKANG (Lien Yun Chiang)	34°-44' N., 119°-27' E.	Anchored at Lungkow Bay, (according to draft). In Taku Bar, 38°-57'-00N., 117°-57'-00E. approx.	1260, 1255. 2653, 1255. 2653, 1256.
SHINGTAO	36°-05' N., 120°-19' E.	In Taku Bar, 38°-57'-00N., 117°-57'-00E. approx.	2653, 1256.
SHENFOO (Yantai)	37°-33' N., 121°-23' E.	In Taku Bar, 38°-57'-00N., 117°-57'-00E. approx.	2653, 1256.
LUNGKOW (Lun Kau)	37°-39' N., 120°-19' E.	South of the Breakwater. 38°-56'-30"N., 121°-40'-30"E. approximate.	3378, 1256. 3694, 1798, 1256.
SHIMOLANG	38°-59' N., 117°-43' E.		
TANGTU	39°-10' N., 117°-40' E.		
TIENTSI	39°-07' N., 117°-11' E.		
SHINTUNGTAO	39°-54' N., 119°-36' E.		
DAIREN (Ta-Lien)	38°-56' N., 121°-40' E.		

REMARK: HAIPHONG (North Viet-Nam), Pos. 20°-52' N., 106°-41' E. Pilot Station: 20°-41'-00"N., 106°-56'-30"E.
 CAMPHA (North Viet-Nam), Pos. 21°-01' N., 107°-22' E. about 1 1/2 miles South of No. 0 Buoy. Chart Nos. 3010
 HONGAY (North Viet-Nam), Pos. 20°-57' N., 107°-03' E. 3875, 3876,
 1965 & 2062

APPENDIX NO.2LIST OF SINOFRACHT'S AGENTS

<u>P O R T</u>	<u>NAME & ADDRESS</u>	<u>CABLE ADDRESS</u>
AARHUS	Contact "OVESKOU" COPENHAGEN, (DENMARK).	
ABIDJAN	Societe Agence Maritime De L'ouest Africain, Boite Postale No 1611, ABIDJAN, W. AFRICA.	"NAUTIK"
ADELAIDE	The Adelaide Steamship Co., Ltd. 17, Currie Street, ADELAIDE, AUSTRALIA.	"STEAMSHIP"
ADEN	Cory Brothers & Co., Ltd., Steamer Point, ADEN, ARABIA.	"CORY"
ALEXANDRIA	M. Rachid & Co., 13, Tewfick Street, (P.O. Box 530), ALEXANDRIA, EGYPT.	"RACHID" or "RASHIPCOM"
ALGIERS	Ste Commerciale Maritime De L'algerie Rue de Chambéry, Port de L'agha, ALGIERS, ALGERIA.	"SCOMAL"
ANTWERP	Furness' Shipping & Agency Co., S.A., Gramayestraat 4, ANTWERP, BELGIUM.	"FURNESS"
BALIK PAPAN	N.V. De Bataafsche Petroleum BALIK PAPAN, BORNEO, INDONESIA.	"JUDEX"
BANGKOK	Ngow Hock Co., Ltd., Songwad Road, BANGKOK, SIAM.	"NGOHO"
BASRA (BASRAH)	IRAQI MARITIME TRANSPORT CO., Ltd., 1/67 SOADUN Street, BAGHDAD	"BAWAKHIR BAGHDAD"
BASSEIN	W. M. Cooper & Co., 22, Strand Road, BASSEIN, BURMA.	"COOPER"
BEIRUT	Van Der Zee Shipping Agency, P.O. Box No.64, BEIRUT, LEBANON.	"VANDERZEE"
BELAWAN DELI (or DELI)	Firma Usaha Dagang, P.O. Box 110, MEDAN, SUMATRA, INDONESIA.	"USAHADAGANG" Medan
BOMBAY	Tidemand & CO., (India) Private Ltd., P.O. Box 1333, BOMBAY, INDIA.	"TIDEMANDCO"
BONE (Bone)	Ste Commercial Charbonnages, D'enterprises Maritimes, (P.O.Box 58), BONE, ALGERIA.	"FREIGHTER"
BORDEAUX	Societe Consignation Franco Britannique, 25 Cours Marechal French, BORDEAUX, FRANCE.	"GLYCONIC"
BRAILA	Contact "ROMTRANS" BUCURESTI, ROUMANIA.	
BREMEN and BREMERHAVEN	H. Glahr & Co., Schlachte 29, BREMEN, W.GERMANY.	"GLACO"
BRISBANE	The Adelaide Steamship Co., Ltd., P.O. Box 249D, BRISBANE, AUSTRALIA.	"STEAMSHIP"
BURGAS	Inflot State Shipping Agency, BURGAS, BULGARIA.	"BOLINFLOT"
CALCUTTA	F. W. Heilgers & Co., (Private) Ltd., Chartered Bark Building, CALCUTTA, INDIA.	"HEILGERS"

CAMPHA	Contact "VOSA" HAIPHONG, VIET NAM. (or Port Campha)	
CARDIFF	Lambert Brothers, Limited, The Exchange, CARDIFF, UK.	"LAMBERT"
CAPE TOWN	John T. Ronnie & Sons, P.O. Box 4847, CAPE TOWN, S.AFRICA.	"RENIFORM"
CASABLANCA	L. Barber Ltd., P.O. Box 420, CASABLANCA, MOROCCO.	"BARIMER"
CHALNA	Bird & Co., (Pakistan) Ltd., Park Mansions Akhoy Chatterjee Road, KHULNA, E.PAKISTAN.	"BONDORIS" or "Khulna"
CHEFOO	China Ocean Shipping Agency, Chefoo Branch 10, Tse Ta Road, CHEFOO, CHINA.	"PENAVICO"
CHINWANGTAO	China Ocean Shipping Agency, Chinwangtao Branch, 6, Lad Tung Road, CHINWANGTAO, CHINA.	"PENAVICO"
CHITTAGONG	United Liner Agencies of Pakistan, Ltd., Eastern Federal Insurance Building, Agrabad Road, CHITTAGONG, E. PAKISTAN.	"ULINERS"
COCHIN	Aspinwall & Co., Ltd., P.O. Box No. 2, COCHIN, SOUTH INDIA.	"ASPINWALCO"
COLOMBO	J. D. McLaren & Co., (Ceylon) Ltd., 2nd Fl., Hongkong & Shanghai Bank Building, Prince Street, COLOMBO, CEYLON.	"ELLANGOWAN"
COPENHAGEN	Ove Skou, 44-46, H.C. Andersens Boulevard, COPENHAGEN V., DENMARK.	"OVESKOU" or "SHIPOVE"
CONAKRY	Societe Ouest-Africaine D'entreprises Maritimes Boite Postale 168, CONAKRY, W. AFRICA.	"OUESTAFRIMAR"
CONSTANTZA	ROMTRANS, P.O. Box 6022, CONSTANTZA, ROUMANIA.	"ROMTRANS"
DAIREN	China Ocean Shipping Agency, Dairen Branch, Harbour Building, Chunshan Ward, DAIREN, CHINA.	"PENAVICO"
DAKAR	Compagnie Francaise des Charbonnages, de Dakar, P.O. Box 145, DAKAR, W. AFRICA.	"CHARBON"
DJAKARTA	N.V. Djakarta Lloyd, 18, Pintu Besar Utara, DJAKARTA, INDONESIA.	"DJAKARTALLOYD"
DUNKIRK	L. ewulf-Gailleret & Fils, P.O. Box No.10, DUNKIRK, FRANCE.	"DECAIL"
DURAZZO ALBANIA.	"ABITRANSPORT"
DURBAN	John T. Rennie & Sons, P.O. Box 1006, DURBAN, S AFRICA.	"RENIFORM"
FOOCHOW	China Ocean Shipping Agency, Foochow Branch, 15. Kuan Tsin Road, FOOCHOW, CHINA.	"PENAVICO"
FREMANTLE and PERTH	The Adelaide Steamship Co., Ltd., P.O. Box 128, FREMANTLE, AUSTRALIA.	"STEAMSHIP"
GDYNIA and GDANSK	Morska Agencja GDYNI Rotterdamska 3, GDYNIA, POLAND.	"MAG"

GENOA	Adriatic Mercantile & Trading Co., Ltd., Via Porta d'Archi 12/15, GENOA, ITALY.	"ADRIAMATCO"
GIBRALTAR	Lambert Brothers (Gibraltar) Ltd., GIBRALTAR.	"LAMBERT"
GLASGOW	Lambert Brothers Ltd., 78, St. Vincent Street, GLASGOW C.2, UK.	"LAMBERT"
GOTHENBURG	Borlind, Borsen & Co., P.O. Box 334, GOTHENBURG 1, SWEDEN.	"BORLINDS"
HAIPHONG	Viet Nam Ocean Shipping Agency, HAIPHONG, VIET NAM.	"VOSA"
HAMBURG	Rickmers-Linie, Beim neuen Krahn, HAMBURG 11, W.GERMANY.	"RICKMERS"
HOIHOW	China Ocean Shipping Agency, Hoihow Branch, HOIHOW, HAINAN ISLAND, CHINA.	"PENAVICO"
HONGAY	Contact "VOSA" HAIPHONG, VIET NAM.	
HONGKONG	Fareast Enterprising Co. (HONGKONG) Ltd.	"FARENCO"
HSINKANG & TANGKU	China Ocean Shipping Agency, Hsinkang Branch, 11 Pan I Street, HSINKANG, TANGKU, TIENTSIN, CHINA	"PENAVICO" Tangku
ISTANBUL	W.F. Henry Van Der Zee & Co., N. V., Anadolu Sigorta Han, Galata, ISTANBUL, TURKEY.	"VANDERZEE"
KAKINADA	Ripley & Co., (Private) Ltd., P.O. Box No.7, KAKINADA, INDIA	"RIPLEY"
KARACHI	Burjorjee Cowasjee & Co., Edujjee Dinshaw Road, KARACHI, PAKISTAN.	"RATAN"
KIEL	United Baltic Corporation Ltd., Schlouse, (24B) KIEL HOLTENAU, GERMANY.	"UNIBALTICO"
KOBE	Dodwell & Co., Ltd., Crescent Building, 24, Kyomachi, Ikuta-ku, KOBE, JAPAN.	"DODWELL"
LAS PALMAS	Miller Y Cai Sa, Apartado 12, LAS PALMAS, W.AFRICA.	"MILLER"
LATTAKIA	Mr. Georges Elias P.O. Box 18, LATTAKIA, SYRIA.	"ELIAS"
LE HAVRE (or HAVRE)	Langstaff Erembert & Co., P.O. Box 1400 LE HAVRE, FRANCE.	"LANGSTAFF"
LEGHORN	Adriatic Shipping Co., LEGHORN, ITALY.	"ADRIASHIP"
LIVERPOOL	Lambert Brothers Ltd., India Buildings, Water Street, LIVERPOOL 2.	"LAMBERT"
LONDON	Lambert Brothers Ltd., Cunard House, 88, Leadenhall Street, LONDON, E.C.3., ENGLAND.	"LAMBERT"
MACASSAR	Universal Stevedoring & Transport, Djalan Pelabuhan 16/18, MACASSAR, CELEBES, INDONESIA.	"UNIVERSAL"
MADRAS	South Indian Export Co., P.O. Box 37, MADRAS, INDIA.	"XEHEC"
MALACCA	Contact "JAYMANNERS" SINGAPORE.	

MARSEILLES	Watson Browne & Co., 2 Rue Bailli-De-Suffren, MARSEILLES, 1. FRANCE.	"ENERGY"
MASSAWA	... NE. AFRICA.	"GELLATLY"
MAURITIUS (Port Louis)	Adam & Co., Ltd., P.O. Box 53, PORT LOUIS, MAURITIUS, E. AFRICA.	"ADAGIO"
MELBOURNE	The Adelaide Steamship Co., Ltd., G.P.O. Box 385, MELBOURNE, AUSTRALIA.	"STEAMSHIP"
MOJI	Holme Ringer & Co., Ltd. 1-chome Nishi Kaigan-dori, MOJI, JAPAN	"RINGER"
MONROVIA	Maritiem Corp., P.O. Box 135, MONROVIA, W. AFRICA.	"FREIGHTER Monrovia"
NAPLES	Adriatic Shipping Co., S.R.L. VIA A Diaz 56, NAPLES, ITALY.	"ADRIASHIP"
NEW CASTLE	The Adelaide Steamship Co., Ltd., P.O. Box 406D, NEW CASTLE, AUSTRALIA.	"STEAMSHIP"
NEWCASTLE (UK.)	Lambert Brothers Ltd., 2, St. Nicholas Buildings, NEWCASTLE, ENGLAND.	"LAMBROS"
OSAKA	Dodwell & Co., Ltd. Central P.O. Box 455, OSAKA, JAPAN.	"DODSHIP"
PAKHOI (or Peh'ai)	China Ocean Shipping Agency, Pakhoi Branch PAKHOI, SOUTH CHINA.	"PENAVICO"
PALEMBANG PALEMBANG, INDONESIA.	"MARKONI"
PANARUKAN	Contact "PENDAWAVEEM" SURABAYA INDONESIA	
PASUO	China Ocean Shipping Agency, Pasuo Branch, PASUO, HAINAN ISLAND, CHINA.	"PENAVICO"
PENANG	Contact "JAYMANNERS" Singapore.	
PIOMBINO ITALY.	"FRESCHI"
PIRAEUS	W.F. Henry Van Der Zee & Co., N.V. P.O. Box 6, PIRAEUS, GREECE.	"VANDERZEE"
PORT KEMBLA	The Adelaide Steamship Co., Ltd., PORT KEMBLA, AUSTRALIA.	"STEAMSHIP"
PORT SAID	M. Rachid & Co., P.O. Box 145, PORT SAID, EGYPT.	"RASHIPCOM"
PORT SUDAN	Gellatly, Hankey & Co., (Sudan) Ltd., P.O. Box 17, PORT SUDAN, SUDAN.	"GELLATLY"
PORT SWETTENHAM	Contact "JAYMANNERS" Singapore.	
PROBOLINGGO	Contact "PENDAWAVEEM" SURABAYA, INDONESIA.	
RABAU	W.R. Carpenter & Co., RABAU, NEW BRITAIN.	"CAMOHE"
RANGOON	Heilger (Burma) Ltd., P.O. Box 846, RANGOON, BURMA.	"HEILGERS"
RIJEKA	TRANSJUG, P.O. Box 250, RIJEKA, YUGOSLAVIA	"TRANSAGENT"

ROTTERDAM	N.V. Europe Freight Agencies, P.O. Box 1211, ROTTERDAM, NETHERLAND.	"EUROSHIP" or "EUROFRACHT"
SAKAIDE	Contact "DODSHIP" OSAKA, JAPAN.	
SETE	Contact "ENERGY" MARSEILLES, FRANCE.	
SHANGHAI	China Ocean Shipping Agency Shanghai Branch, "PENAVICO" 9, Yenan Road (E), SHANGHAI, CHINA.	
SINGAPORE	John Manners & Co., (Malaya) Ltd., 4th floor, Chartered Bank Chambers, P.O.Box 132, SINGAPORE.	"JAYMANNERS"
STETTIN	Morska Agencja w Szczecinie, 3 Plac Zwycienstwa, STETTIN, POLAND.	"POLBROKER"
SUEZ	M. Rachid & Co., P.O. Box 45, SUEZ, EGYPT.	"RASHIPCOM"
SURABAYA	N.V. Pendawa Veer Surabaya, Djalan Raya Perak Timur No.428, SURABAYA, JAVA, INDONESIA.	"PENDAWAVEEM"
SWANSEA	Ambrose, Davies & Mathews, Ltd., Coleridge House, SWANSEA, UK.	"ADAMANT"
SWATOW	China Ocean Shipping Agency, Swatow Branch, "PENAVICO" 82, Chih Ping Road, SWATOW, CHINA.	
SYDNEY	John Manners & Co., (Australia) Pty. Ltd. General P.O.Box 5074, SYDNEY, AUSTRALIA.	"MANNERSANCO"
THESSALONIKI	W. F. Henry Van Der Zee N.V. 27, Koundouriotou St., THESSALONIKI, GREECE.	"VANDERZEE"
TOKYO	Dodwell & Co., Ltd., Naka 7th Building, 10, 3-Chome Marunouche, Chiyoda-ku TOKYO, JAPAN.	"DODWELL"
TOWNSVILLE	The Adelaide Steamship Co., Ltd., P.O. Box 65, TOWNSVILLE, AUSTRALIA.	"STEAMSHIP"
TRIESTE	Messrs. Adriatic Mercantile & Trading Co., "ADRIAMATCO" Ltd. Piazza N. Tommasco, 4, TRIESTE (118) ITALY.	
TSAMKONG	China Ocean Shipping Agency, Tsamkong Branch "PENAVICO" Siyang, TSAMKONG, CHINA.	
TSINGTAO	China Ocean Shipping Agency, Tsingtao Branch "PENAVICO" 37, Kuantao Road, TSINGTAO, CHINA.	
TUNIS	Compagnie Tunisienne D'armement, Siege Social, 10, Rue de Portugal, TUNIS, TUNISIA, N. AFRICA.	"ARMADOM"
VANCOUVER	North Pacific Shipping Co., Ltd., 966 West Hastings Street, VANCOUVER, CANADA.	"NORSHIP"
VARNA	Inflot State Shipping Agency, VARNA, BULGARIA.	"BOLINFLOT"
VENICE and MARGHERA	Marittima Veneziana, P.O. Box 382, VENICE, ITALY.	"PRORA"
VIZAGAPATAM	F. W. Heilgers & Co. Thompson Street, VIZAGAPATAM, INDIA.	"HEILGERS"

WHAMPOA	China Ocean Shipping Agency, Whampoa Branch, WHAMPOA, CANTON, CHINA.	"PENAVICO"Whampoa
WISMAR	VEB Deutsche Seereederei Abt. Seeagentur, Wismar-Hafend, E. GERMANY.	"SCHIFFSMAKLEREI"
YOKOHAMA	Dodwell & Co.,Lt., P.O. Box 271, YOKOHAMA, JAPAN.	"DODWELL"
YULINKONG	China Ocean Shipping Agency, YulinKong Branch An Yu Wharf, YULINKONG, HAINAN ISLAND CHINA.	"PENAVICO"

GENERAL INSTRUCTIONS

APPENDIX NO. 3

METHOD OF RADIO-COMMUNICATION BETWEEN SHIP & SINOFRACHT

- CONTENTS -

- I. General.
- II. Numbering Telegrams.
- III. Telegram's Endings (Sender's Name).
- IV. Other Method of Shortening A Telegram.
 - a. Date & Time.
 - b. Position.
 - c. Remaining Quantity.
 - d. Vessel's Draft.
 - e. Average Speed & Average Daily Bunker Consumption.
 - f. Reporting of Deadweight & Bale Capacity Remaining.
 - g. Confirming Calculation of Cargo Dead weight for Declaration.
 - h. Bunkering Instruction from SINOFRACHT.
 - i. Using of Punctuations in A Telegram.
- V. List of Chinese Coastal Stations.
- VI. Map-One
- VII. Abbreviations & Codes.
 - a. Abbreviations.
 - b. Codes.

SINOFRACHT SHIPBROKING & CHARTERING CORPORATION

METHODS OF RADIO-COMMUNICATION BETWEEN SHIP & SINOFRACHT

(Confined to use only between ship and SINOFRACHT and not others)

I. GENERAL

All Masters of our time-chartered vessels are requested to see to it that the Radio Officers of their ships are always keeping sharp watches for SINOFRACHT'S telegrams. The safe and quick radio-communication between the ship and SINOFRACHT will not only save time but also protect widely our interests.

Telegrams from ships should be transmitted directly to their destinations as direct transmission is always the cheapest. But when direct transmission cannot be effected even by using the ship's short wave transmitter, the Radio Officer should then choose the cheapest radio route. There are many radio stations in the world, their charges are cheap with fast and good services; and quite a lot of radio stations, their charges are very expensive.

Overtime on radio watches will only be involved when specially ordered by SINOFRACHT or the Master in respect of particularly urgent telegrams or under special circumstances.

All shortened forms and abbreviations and codes mentioned hereafter are only to be used for the routine telegrams, but not for those telegrams concerning reports of accidents, formal statements and protests etc. The methods set forth below for radio communication between ship and SINOFRACHT are subject to amendment which will be made from time to time for improvement and we shall keep Masters advised whenever such amendment arises.

If the shortened forms and abbreviations and codes are not admissible to certain land telegraphy stations, such telegrams should be despatched via British Commonwealth coast stations, to which all such kinds of secret telegrams are acceptable.

II. NUMBERING TELEGRAMS

- a. Telegrams exchanged between SINOFRACHT and the ship must be numbered in running order for checking purposes.
- b. Such a reference number should be the first word of the text of each telegram.
- c. Reference numbers are only from No. 01 up to No. 99 and the next number will be No. 01 all over again. (Note: Numbers should always be in two-digits, thus any number below ten must be expressed as 01, 05, 08 etc., not as 1, 5, 8 etc.)
- d. In referring or acknowledging telegrams or letters, the following signs are to be used:-

"/" (Stroke) means REFERRING TO OR ACKNOWLEDGING YOUR TELEGRAM(s)
(Number or numbers to follow).
 "0" (Zero) means REFERRING TO OUR PREVIOUS TELEGRAM(s)
(Number or numbers to follow)
 "- " (Hyphen) means ACKNOWLEDGING OR REFERRING TO YOUR LETTER(s)
(Number or numbers to follow, see Note 1 under).

By using the above signs, sometimes a telegram may be composed of only one group of such reference number in the text without any other words expressed, such as

CT S/S SNOWDONHILL 1 CK6/5 1/11 1625Z =
 = SINOFRACHT PEKING XXXXRADIO =
 = 28/03-14 =
 = (see III. Telegram Ending)

COMPONENTS OF TELEGRAM
 (The Preamble)
 (The Address)
 (The Text)
 (The Telegram's
 Ending)

This telegram would mean "TELEGRAM NO. 28 ACKNOWLEDGING YOUR TELEGRAM NO. 03 AND YOUR LETTER NO. 14".

OTHER EXAMPLES OF NUMBERING TELEGRAMS:-

"09" means "TELEGRAM NO. 09"
 "09/07" " " "TELEGRAM NO. 09 REFERRING TO YOUR TELEGRAM NO.07"
 "09008" " " "TELEGRAM NO. 09 REFERRING TO OUR PREVIOUS
 TELEGRAM No. 08"
 "03-234" " " "TELEGRAM NO. 03 ACKNOWLEDGING YOUR LETTERS
 NCS. 23 AND 24"
 "11/12-25" " " "TELEGRAM NO. 11 REFERRING TO YOUR TELEGRAM
 NO. 12 AND ALSO ACKNOWLEDGING YOUR LETTER
 NO. 25"

NOTE:- (1) Letters from SINOFRACHT to ship always bear a reference number preceded by two or three English letters, which indicates the contracted name of the ship for distinction purpose. This contracted name may be omitted any only the number is to be cabled out.
 (2) A reference number should always be cabled out in a SINGLE GROUP at the beginning of the text disregarding the many references contained therein.
 (3) In case the reference number can not be given on account of the telegram having to be despatched urgently from shore, the reference number for that telegram can be omitted; but the reference number of the preceding telegram must be followed by the next telegram.

III. TELEGRAM'S ENDING (SENDER'S NAME)

- a. For telegrams despatched from a ship station at sea, no Telegram's Ending is required, unless required by a coastal station, as the ship's name always appears in the preamble of a telegram.
- b. For telegrams despatched from the Master through a shore telegraphy office when his ship is in port, the SHIP'S NAME is required to be cabled out in the Telegram's Ending instead of the word "MASTER", as there may be some other ships of our staying meanwhile in the same port. Ship's name of more than one word as "CITY OF LONDON", no matter in the Text or as Telegram's Ending, should be cabled out in a single word as "CITYOFLONDON".

IV. OTHER METHOD OF SHORTENING A TELEGRAM

- a. **DATE & TIME:** Four figures are used to denote date and time. The first two figures represent the DATE and the last two, the HOURS: minutes are not required in routine telegrams.

EXAMPLE: = 30 ETA SHANGHAI 1018 = means TELEGRAM NO.30 ETA SHANGHAI 1800 HOURS TENTH.

NOTE: When the vessel is bound for Hongkong, and the Master wishes to send an exact ETA telegram to FARENCO exact time should be cabled out so as to enable FARENCO to appoint the pilot and make other arrangements before hand. For example, "ETA LEIUMUN 1845 GMT TENTH". This telegram means the vessel's ETA Lei-u-mum (the Eastern Entrance of Hongkong) will be 1845 hours G.M.T. on the 10th. They use G.M.T. because Summer Time (9 hours in ahead of G.M.T.) may be used in Hongkong.

- b. **POSITION:** (1) Four figures are used to denote latitude. The first two figures represent the degrees and the last two, the minutes. When it is a northern latitude, the word North is NOT telegraphed; but when it is a southern latitude, the SOUTH must be telegraphed out.
 (2) Five figures are used to denote longitude. The first three figures represent the degrees and the last two, the minutes. When it is a eastern longitude, the word East is NOT telegraphed; but when it is a western longitude, the word WEST must be telegraphed out.

EXAMPLE: = 31 110 2346 12312 AVERAGE 14.5 8.8 =

This telegram means " TELEGRAM NO.31 AT 1000 HOURS ON THE 11TH SHIP'S POSITION 23 DEGREES 46 MINUTES (NORTH) AND 123 DEGREES 12 MINUTES (EAST). AVERAGE SPEED 14.5 KNOTS AND DAILY CONSUMPTION OF OIL, 8.8 LONG TONS".

OTHER EXAMPLES:

= 0230 SOUTH 11255 =
 = 2133 00255 WEST =
 = 0830 SOUTH 01125 WEST =

- c. REMAINING QUANTITY: In reporting quantities of bunkers and fresh water a group of code is used before figure groups of quantities. The first two letters of the code group are " R Q " which means "REMAINING QUANTITY" and then followed by letter or letters denoting descriptions, as

"D" represents "MARINE DIESEL OIL".
 "F" " " "MARINE FUEL OIL".
 "G" " " "GAS OIL".
 "C" " " "COAL".
 "W" " " "FRESH WATER" including both the boiler and domestic waters.

EXAMPLES: = RQFDW 450 90 120 =

This telegram means "REMAINING QUANTITIES FUEL/DIESEL/FRESHWATER ARE 450, 90 AND 120 LONG TONS RESPECTIVELY".

= RQD 250 =

This telegram means "REMAINING QUANTITY DIESEL 250 L/TONS".

NOTE: It should be observed that in the routing reports, all figures for tons are in Long Tons unless otherwise units are cabled out when necessary.

d. VESSEL'S DRAFT:

EXAMPLE: = ETA HONGKONG TWENTIETH SDRFT 2310 2506 =

This telegram means "ON ARRIVAL AT HONGKONG VESSEL'S SALTWATER DRAFT IS FORE 23'10" AFT 25'06" RESPECTIVELY".

= ETA WHAMPOA TWENTIETH FDRFT 2310 2506 =

This telegram means "ON ARRIVAL AT WHAMPOA VESSEL'S FRESHWATER DRAFT IS FORE 23'10" AFT 25'06" RESPECTIVELY".

NOTE: It should be observed that the first group always represents the vessel's Fore Draft, and the second, the Aft Draft. When only one group of figures appears after the code "SDRFT" or "FDRFT", it must be the vessel's deepest draft.

e. AVERAGE SPEED & AVERAGE DAILY BUNKER CONSUMPTION:

EXAMPLE: See Example given for "b. POSITION".

NOTE: The first group of figures after the word AVERAGE is always the speed in knots, and the second, the consumption in Long Tons. Units should be omitted and understood.

f. REPORTING OF DEADWEIGHT & BALE CAPACITY REMAINING:

EXAMPLE: From SINOFRACTH = 01 TDRE =
 From Ship = 01/01 DEPARTURE SHANGHAI RDWBC TWKDS 1/5
 125/6250 1000/50000 500/25000 350/17500 200/10000
 LHLDS 245 160/8000 500/25000 300/15000=

NOTE: The first telegram from SINOFRACTH asks the vessel's REMAINING DEADWEIGHT & BALE CAPACITY after loading, and the second telegram answers that on departure from Shanghai the vessel's remaining Deadweight/Bale-capacity is as follows: Tween Decks from No. 1 to No. 5 (1 e. 1, 2, 3, 4 & 5) respectively; Lower Holds Nos. 2, 4 and 5 respectively (while Nos. 1 & 3 are full).

It should be observed that figures preceeding the "/" are Dead-weights in Long Tons, while figures following the "/" are the relative Bale Capacities in Cube Feet.

Please see "VII ABBREVIATIONS & CODES" for code used.

g. CONFIRMING CALCULATION OF CARGO DEADWEIGHT FOR DECLARATION:

EXAMPLE: From SINOFRACTH = 02 BASING DEPARTURE ADEN OUR CCSBW 9200
160 450 150 CONFIRM =

From Ship = 05/02 WILL DECLARE 9200 LTONS =

NOTE: The first telegram from SINOFRACTH gives their CALCULATION OF CARGO DEADWEIGHT FOR DECLARATION: 1) Cargo 9200 L/tons, 2) Store & Constant 160 (including dunnages), 3) Bunkers Remaining on Departure Aden 450, and 4) Fresh Water 150 L/tons respectively. The second telegram from the Master confirms the calculation. Here the unit LTONS is used for sake of accuracy.

h. BUNKERING INSTRUCTION FROM SINOFRACTH:

EXAMPLE: = 03 BUNKERING SINGAPORE TBROD 540 ACKNOWLEDGE =

This telegram conveys SINOFRACTH'S instruction to a Master to take such a quantity of bunkers in Singapore so that the vessel will have Total Bunkers of 540 Long Tons Remaining on Departure from Singapore. In this way, the Master should calculate according to the quantity of bunkers remaining on arrival at Singapore and order the Agents for necessary quantity of bunkers to be supplied on arrival.

In reply to the above SINOFRACTH'S Bunkering Instruction, the Master may just cable.

= 06/03 =

This means "TELEGRAPH NO. 06 ACKNOWLEDGING YOUR TELEGRAM NO. 03"

1. USING OF PUNCTUATIONS IN A TELEGRAM:- Punctuations such as hyphen, stroke, etc. should be used together with groups of figures only not with letters. The following example of COUNTING OF WORDS IN TELEGRAMS will explain clearly:-

<u>EXAMPLES</u>	<u>NO. OF WORDS</u>	
	<u>CHARGEABLE</u>	<u>MEANING</u>
T/D	3	= Tween deck
L/H	3	= Lower hold.
V/L	3	= Vessel.
L/V	3	= Light vessel.
MAT/AUGUST	3	= May to August.
25/12	1	= 25th December.
15-30	1	= 15 to 30.

V. LIST OF CHINESE COASTAL STATIONS

The attached "List Of Chinese Coastal Stations" is an extraction from the book "List of Coast & Ship Stations" of 27th edition. The Radio Officer should check it with the latest edition of the book as there may have some alterations in frequencies and times made in the latest edition.

VI. M A P - O N E

The attached Map-One is designed for radio-communication between the SINOFRACTH and ships. Instructions regarding use of this Map has been described fully at the right hand side of the Map, which should be carefully studied and acted on through out the whole charter period, unless otherwise instruction is given in future by the SINOFRACTH.

VII. ABBREVIATIONS & CODES

(To be used where suitable)

a. ABBREVIATIONS:

ETA -- Estimated time (or date) of arrival.
 ETP -- Estimated time (or date) of passing.
 ORLET -- Our Letter.
 YRLET -- Your letter.
 ORTEL -- Our telegram.
 YRTEL -- Your telegram
 SF -- Stowage Factor.

b. C O D E S:

Units LTONS -- Long tons.
 MTONS -- Metric tons.
 MMTNS -- Measurement tons (at 40 cu. feet).
 BLCFT -- Bale Cube Feet.
 GRCFT -- Grain Cube Feet.
 Remaining RBLCF -- Remaining Bale Cube Feet.
 Cargo Spaces RGRCF -- Remaining Grain Cube Feet.
 RDWTS -- Remaining Dead-weight Tons (in long tons).
 RDWBC -- Remaining Dead-weight/Bale Capacity.
 Instructions: TDBRE -- Please telegraph Dead-weight/Bale Capacity
 remaining each compartment.
 TTDBR -- Please telegraph total Dead-weight/Bale
 Capacity Remaining.
 TWSPD -- Please telegraph weather experienced, present
 Speed and Distance to go (to destination).
 TBRD -- Total bunkers remaining on departure (L/tons).
 Calculation of CCSEW - Calculation of Cargo Deadweight: Cargo/Constant
 Cargo D/W: & Stores/Bunkers/Fresh Water respectively.
 NOTE:- Constant & Stores should include dunnages.
 All units are in L/tons which should not
 be cabled out.
 Remaining RQ -- Remaining Quantities (to follow).
 Quantities of D -- Marine Diesel Oil.
 Bunkers & etc.: F -- Marine Fuel Oil (also for Medium Fuel).
 G -- Gas Oil.
 C -- Coal.
 W -- Fresh Water (including both the boiler &
 domestic waters).
 Decks & TWDKS -- Treen Decks. 1/5 --No.1 to 5 respectively.
 Location of LHLDS -- Lower Holds. 123 --Nos. 1, 2 & 3 "
 Decks 245 -- Nos. 2,4 & 5 "
 And so on
 Draft: SDRFT -- Salt-water Draft (Fore/Aft).
 FDRFT -- Freshwater Draft (Fore/Aft).

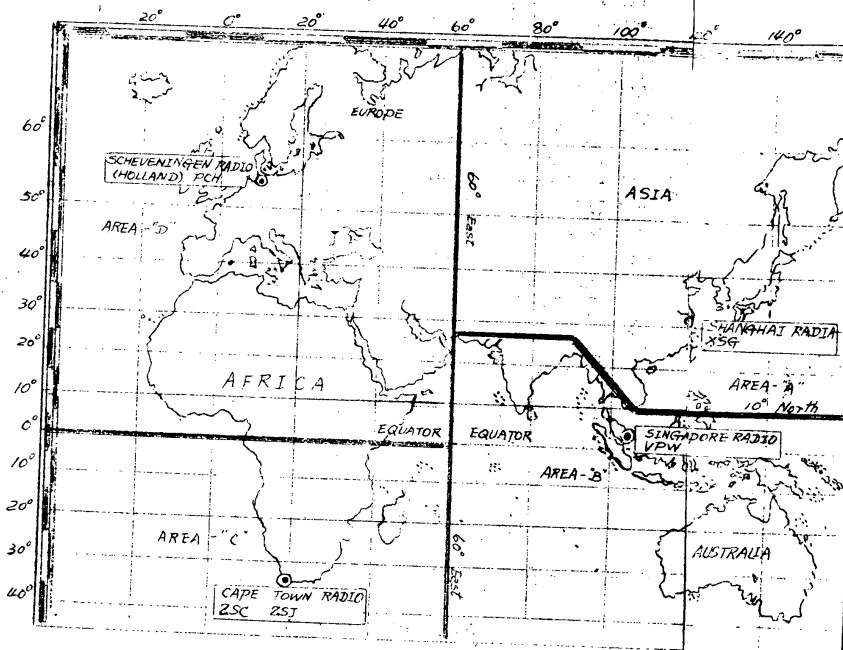
Stations listed in geographic order from south to north

COAST STATION	CALL SIGN	TRANSMITTING FREQUENCIES(KC/S)	RECEIVING FREQUENCIES(KC/S)	WORKING HOURS (G.M.T.)	CHARGES PER WORD	TIME INTERVAL	TIME INTERVAL
Hankow							
Wuhan Radio	X S V	522 1/2, 500, 8538	500, 8314-8414	2200 - 1600	50 ctms	2225, 0025	
Sinow Radio	X S R	465, 500, 8538	- do -	- do -	- do -	2210, 0010	
Wuchang Radio	X S J	500	500,				
Yantai Radio	X S Q	432, 500, 8514 6390%	500, 8314-8414 6223-6323*	0000 - 2400	- do -	0130, 0330	
Qingdao Radio	X S P	418 1/2, 500, 8722	500, 8314-8414	0000 - 2400	- do -	0100, 0325	
Yantai Radio	X S J	442, 500, 8722	500, 8314-8414	- do -	- do -	0110, 0310	
Qingdao Radio	X S L	430, 500, 8598	500, 8314-8414	0200 - 1600	- do -	0330, 0330	
Shanghai Radio	X S G	458, 500 6414 1/2 8502, 12871 1/2	500 6223 - 6323 8314 - 8414 12496 - 12596	0000 - 2400 - do - - do - 0100 - 1600	- do - - do - - do - - do -	0018, 0218 - do - - do - - do -	Time 0018, 0218 0325, 0325 0325, 0325 0325, 0325
Shanghai Radio	X S F	486, 500, 8574	500, 8314-8414	0000 - 1600	- do -	0010, 0210	
Shanghai Radio	X S T	435, 500, 8546	500, 8314-8414	0000 - 2400	- do -	0040, 0240	
Shanghai Radio	X S U	460, 500, 8574	500, 8314-8414	0000 - 2400	- do -	0025, 0225	
Shanghai Radio	X S V	445, 500, 8630 6484 1/2 12822	500, 8314-8414 6223-6323 12496 - 12596	0000 - 2400 1600 - 0100 0100 - 1600	- do - - do - - do -	0000, 0200 - do - - do -	Time 0000, 0200 0325, 0325 0325, 0325
Shanghai Radio	X S E	462, 500, 8734	500, 8314-8414	2200 - 1600	- do -	0010, 0210	
Shanghai Radio	X S Z	462, 500, 8694	500, 8314-8414	0000 - 2400	- do -		

THE ABOVE INFORMATION IS PRESUMED TO BE CORRECT BUT ARE NOT GUARANTEED

- 1) Vessel sails within range of the coast station of her destination in China and is not required to direct through such station.
- 2) Telegrams addressed to a Chinese coast which are beyond vessel's range of the coast station of her destination are not required to be sent through any of the above stations within range.

MAP - ONE
SINOFRACHT - SHIP RADIOCOMMUNICATIONS
- SHOWING AREAS AND AREA STATIONS -



AREA "D" - North of the Equator, west of 60°E. covers west part of Arabian Sea, Gulf of Aden, Red Sea, Mediterranean Sea, Aegean Sea, Adriatic Sea, Black Sea, North Africa waters, Bay of Biscay, English Channel, North Sea, Gulf of Finland, Gulf of Bothnia and other European waters.
AREA STATION: Scheveningen Radio (FCH).

IMPORTANCE

Most of Sinofracht telegrams will be transmitted through one of the specified AREA STATIONS shown in this Map.

Besides keeping regular watch on the main radio station of the ship's home land and the coastal station of the next port of call, the Radio Officer of the ship under SINOFRACHT'S charter MUST keep watch (during his watch periods) of every TRAFFIC LIST transmitted from the AREA STATION and keep regular contact with it either on medium wave or short waves when his vessel is sailing within a defined area.

Make sure that every SINOFRACHT'S telegram has been received in due time and none missing.

Before you leave an AREA or before ship's station is closed down on ship's entering port, please make final contact with the AREA STATION to ensure that no SINOFRACHT'S telegram is left behind.

Any valuable proposals for improving matters will receive the due attention of the SINOFRACHT.

COVERAGE OF AREA STATIONS

AREA "A" - North of 10° N. covers Gulf of Pohai, Yellow Sea, East China Sea, Gulf of Tongkong, South China Sea and northern Philippines.

AREA STATION: SHANGHAI Radio (XSG).

AREA "B" - South of 10° N. east of 60° E. covers South China Sea, Gulf of Siam, all East Indies waters, Strait of Malacca, Bay of Bengal, east part of Arabian Sea and the main part of Indian Ocean.

AREA STATION: Singapore Radio (VPW).

AREA "C" - South of the Equator, west of 60°E. covers South Africa waters.

AREA STATION: Cape Town Radio (ZSC/ZSJ).